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[670]

Hongkong Daily Press.

ESTABLISHED 1857

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Small ... 6.00
Agents in all the Foreign
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No. 16,323. 三月三十日第一二年七月三十日 HONGKONG, WEDNESDAY, AUGUST 17TH, 1910. 三月三十日第一二年七月三十日 HONGKONG, PRICE, \$3 PER MONTH.

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[a34-2]

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Insurance in Force ... \$37,655,885.00
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[a472]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
Casks 375 lbs. net
Bags 250 lbs. net
SHEWAN, TOMES & CO., General Managers.
Hongkong, 29th April, 1908. [a723]

PEAK TRAMWAYS COMPANY LIMITED.
TIME TABLE.

WEEK DAYS.

7.00 a.m. 7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
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6.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. Every 1/2 hour.
NIGHT CARS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. Every 1/2 hour.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central, JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st April, 1909. [a76]

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TENNIS RACKETS

SPECIALLY MADE FOR L. C. & CO., LTD.

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From \$9.00 to \$20.00 each.

TENNIS BALLS, GUT REVIVER

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[a23]

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Builders and Repairs of Ships, Engines, and Boilers, and Electrical Engineers.
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AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

Length on Breadth at Entrance Depth of Water
Keel-Blocks. on Bottom. on Keel-Blocks.
1. 510 ft. 77 ft. 26 ft.
2. 350 ft. 53 ft. 24 ft.
3. 714 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUBA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Floating Docks.
Lifting Power No. 1. 7,000 Tons. No. 2. 12,000 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
" Breadth " " 55 " 66 "
" Draft " " 22 " 25 "
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
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ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION


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CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each buyer. Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive. One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES: \$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

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PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.
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Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the true value of a Genuine Disinfectant Fluid.

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[a1133]

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"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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ESTABLISHED 1786.

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Hongkong, 16th October, 1907. [a39]

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BILLIARD TABLE MAKERS,
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UNDETAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Kneeholes, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whippord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting tools, with lever for levelling, complete with the following accessories:

12 Selected Ash Cues.	1 Wall Cue Rack.
1 Butt Rest with Patent Brass Head.	1 Wall Butt Rack.
1 Billiard Rest with Patent Brass Head.	1 Set Billiard Rules, Framed.
1 Long Butt.	1 Best Billiard Brush.
1 Mid Butt.	1 Set "Crystalite" or "Benzoline" Bill. Balls.
1 Billiard Marking Board.	1 Box Best Cue Tips, assorted.
1 Dust Cover for Table.	1 Box Best Cue Cement.
1 Straightedge and 3 Circles.	1 Box Silk Spots.
1 Best Spirit Level.	1 Dozen Best White Chalk.

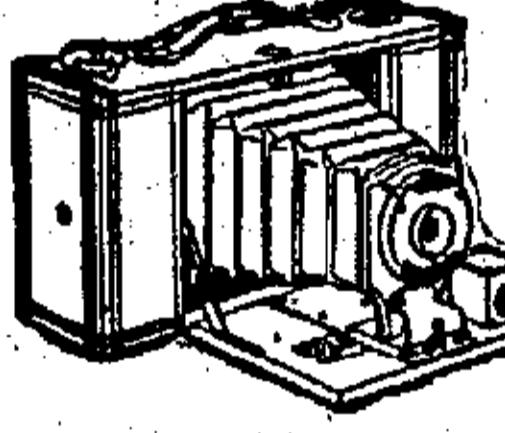
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Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Offices of this paper. [1134-1]

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17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED—

 FOLDING POCKET CAMERAS, fitted with GOERZ, ZEISS and ROSS LENSES, PREMO FILM and PLATE CAMERAS, KODAKS, FILMS and ACCESSORIES. AT MODERATE PRICES. DEVELOPING AND PRINTING A SPECIALITY. [910]

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HISTORIC MACAO, by C. M. de Jesus; Illus. ...	6.00

A Text Book of Medical Practice for Practitioners and Students, by W. Bain; Illus. ...	\$20.00
Fever in the Tropics, by L. Rogers, 2nd Edition ...	17.00
Parent's Guide to Children's Ailments, by Gordon Stables ...	2.00
Nervousness, by A. T. Schofield ...	80
Firat Aid to the Sick: A Work of Reference for the Home, by D. Hastings Young ...	3.10
Sleep and Sleeplessness, by Haydn Brown ...	2.75
Malarial Fevers, Haemoglobinuria, Fever, &c., by C. F. Craig ...	17.00

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Rubber and the Rubber Market ...	40
Quantities of Detached Residence, Taken Off, Measured and Billed, by G. Stephenson ...	6.50
The Little Brown Brother, by S. P. Hyatt ...	1.75
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The Wife of Colonel Hughes, by Hubert Wales ...	1.75
The Dead King, by Rudyard Kipling ...	1.75

The Value of Ignorance, by Homer Lea ...	1.75
The Sayings of Confucius, Trans. by L. A. Lyle ...	3.10
The Gilds of China; with an Account of the Gild Merchant or Co-Hong of Canton, by H. B. Morse ...	3.10

The A.B.C. of Rubber Companies in Malaya... ...	1.75
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[a213]

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ROASTED AND GROUND ON OUR PREMISES DAILY.

In 1/2 lb. and 1 lb. Tins.

[846]

WANTED.

2ND-HAND REMINGTON TYPE-WEAVER.	R REPRESENTATIVE travelling in the East—in China, Earthenware, Cutlery or allied trades, who can undertake to represent simultaneously an Old-established House in Glassware of all kinds, may apply to "GLASS," Box 889, Self's Advertising Offices, 167, Fleet Street, London, England. [940]
Replies to Box 12, Care of "Daily Press" Office, Hongkong, 16th August, 1910.	

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons. Well Furnished Reception Rooms. Private Bar and Billiard Room for Hotel Residents. Electric Lifts to each Floor. Electric Lighting and Fans. Telephones on every Floor. Every Comfort. Ladies' Afternoon Tea Rooms. Ladies' Cloak Rooms. Maitron in attendance. CHARGES MODERATE, AND NO EXTRAS. A. F. DAVIES, Manager. [a35]

KING EDWARD HOTEL

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard-Rooms. Hot and Cold Water throughout. Electric Lighted. Electric Fans (if required). Electric Passenger Elevator to each floor. Table D'Hoté at separate tables. For Terms, &c., apply to the MANAGER, Hongkong, 26th July, 1905. [a858]

ORIENTAL HOTEL

NO. 2, QUEEN'S ROAD CENTRAL.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

SITUATED in the most central position. Large and airy Rooms. Hot and Cold Water Baths. Gas and Electric Light. Cuisine entirely under European Supervision. Private Bar and Billiard-Rooms. Monthly Rates for Tiffin and Dinner. Terms moderate. FRED

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WINE & SPIRIT MERCHANTS.

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VIN BRUT AND VERY DRY.
PER CASE 1 DOZ. QUARTS.
PRICE - - - - \$57.00
PER CASE 2 DOZ. PINTS.
PRICE - - - - \$59.00
THE MOST POPULAR WINE IN
ENGLAND AND EUROPE.

CREME
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A CHAMPAGNE OF FINE QUALITY.
PER CASE 1 DOZ. QUARTS.
PRICE - - - - \$33.00
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A. S. WATSON & CO.,
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NOTICE TO CORRESPONDENTS.
Our communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
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P. O. Box, 94. Telephone No. 12.

BIRTH.
On August 15th, the wife of J. R. CAPELL, of a son.

DEATH.
On the 16th instant, at 8 a.m., ANDREW GATHERER, late 2nd Engineer in the employ of Messrs. Butterfield & Swire.—Funeral takes place to-day at 3 p.m. [947]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 17TH, 1910.

The appointment of a man of the training, experience and recognised ability of His Excellency Wu Ting-fang to the newly-created office of Adviser to the Wei-wu will be generally welcomed by all interested in the steady progress of China along the lines laid down during the past few years in the Imperial Edicts. When China began to establish Legations and Consulates in foreign countries, the Reformation was considered to have dawned; for the natural hope arose that the men appointed to these posts would, as they returned home after their prescribed period of service abroad, be readily enlisted in the public service at home to give the requisites to those legislative and social reforms essential to the progress and development of the Empire. We all know how grievously during the late reign those hopes were disappointed. While the Dowager Empress had her heavy hand on the reins of Government, small opportunity for service in the departments of State were given to the men whose minds had been enlightened by residence abroad, by personal contact with statesmen guiding the destinies of progressive nations.

and by study of the political, social and economic conditions which have made for national greatness in the West. Notwithstanding that they were allowed to remain in the obscurity of private life, these men must have contributed powerfully to form that public opinion which has prepared China for the great educational and administrative changes which have marked the opening of the new reign. It must be said, however, that H.E. Wu Ting-fang has long enjoyed greater favour in the eyes of the Throne than most

We direct attention to the announcement of another aquatic fete to take place in the V.R.C. on Saturday evening next.

Opium is quoted in Honolulu at one hundred and fifty dollars a pound, and to purchase at that price, says a Honolulu contemporary of recent date, a good many of the devotees of the poppy juice have had to give up gambling.

Friends of Mrs. W. A. Rublee, widow of the late American Consul General in Hongkong, will be sorry to hear of the death of her oldest daughter, Alvah Frances, aged 5, which occurred in Milwaukee following a surgical operation.

A noteworthy feature of Sir Joseph Fayrer's paper on malaria and its prevention, laid before the Sanitary Board yesterday, was a series of sketches showing how to distinguish between anophelis and larva, as well as a drawing of a mosquito in the act of sting-ing.

S. Woseen, an officer in the Chinese Customs, appeared before Mr. E. R. Halifax at the Magistracy yesterday charged with refusing to pay his share of the bill. When the coolie was asked how much he wanted he told the defendant that anything would do, so defendant decided to leave him unpaid. His Worship ordered the officer to pay the coolie \$1.

An unemployed engineer named Gatherer, who was staying with a friend at Sea View Terrace, Quarry Bay, was found dead yesterday morning. The friend left him apparently in good health on the previous night when he went to work, but on returning home yesterday morning he found Gatherer lying dead on the floor near his bed. The police were communicated with, and removed the body to the mortuary.

At the Marine Magistrate's Court yesterday, before Commander Basil R. H. Taylor, R.N., Marine Magistrate, Captain W. D. Hopcroft of the s.s. *Monteagle* prosecuted the coxswain of the steam launch *Ice Lee* for running down and damaging the complainant's sampan near the Harbour Office. After hearing the evidence his Worship fined the defendant \$20, and suspended his certificate for three months.

We take the following from a Manila contemporary:—"Manila is to be introduced to the greatest of modern racing sports this month, but the queue is bound to go in time, just as the top-knot disappeared in Europe and at a much later date in Japan. There are at the present time over a thousand Chinese students in the United States and probably hundreds in other European countries, to say nothing of the thousands in Japan, and the large number of commercial men making a living in various countries of the world. H.E. Wu Ting-fang says that nine-tenths of them in America have divested themselves of the queue. The number of Chinese going abroad is increasing every year, and it cannot be long, especially with Wu Ting-fang at Peking to personally advocate the change, before the privilege now enjoyed by military officers is extended to "officers, merchants, scholars and the common people generally," for the powers that be are ceasing in many ways to be hampered by past traditions. Within the past decade we have seen three members of the Imperial House of China leaving the Celestial Kingdom to travel in foreign lands—a thing unheard of before in the history of the Empire—and it has been interesting to observe that in the suites of these royal visitors there have been many men who, for very practical reasons, have dispensed with the queue. Just as the students led the fashion of the "short crop" in Japan, so doubtless will it be in China, where in time as the Westernizing tendencies now in progress develop we shall hear the wearer of the queue taunted and ridiculed for displaying this sign of attachment to medieval ideals. Wu Ting-fang regards the cutting of the queue as a necessary preliminary to spiritual progress, that is to say, by getting rid of this hirsute appendage the Chinaman cuts himself adrift from the old order of things and is better prepared to imbibe the new. The idea is not so whimsical as it seems, and Wu Ting-fang, though of good age, now, may yet live to convince the Throne on this subject and to see his recommendations approved.

The Rev. S. B. Rossiter, who has been pastor of the First Presbyterian Church of Manila, has resigned and leaves for the Homeland in October or November. His successor will be the Rev. Wm. B. Cooke, of St. Paul's, Pa.

Police Inspector Edwards, late of Hongkong, who has been appointed to Taiping, is welcomed in the local newspaper as a good cricketer. The additional fact that he has a knowledge of Chinese goes to make him a "decided acquisition to the State and the force."

The Municipal Commissioners of Singapore have authorized Dr. G. A. R. Glennie, Assistant Municipal Health Officer, to investigate the working of the model dairy farms in Denmark with a view of formulating a scheme for improving the Singapore dairy supplies.

Members of the Hongkong Volunteer Reserve Association are reminded that an Extraordinary General Meeting of Members will be held at the City Hall this evening at 5.15 p.m. to consider the question of the reorganization of the Association. His Excellency the Officer Administering the Government will preside.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood S.W. & S. winds, light; fair.

Forness Channel ... Variable winds, light or moderate.

South coast of China between ... Same as No. 1

Hongkong and Lamock ... Same as No. 1

South coast of China between ... Same as No. 1

Hongkong and Hainan ... Same as No. 1

The Hongkong Observatory yesterday issued the following report:

On the 16th at 12.30 p.m.—The barometer has fallen moderately at the Bonitas, and risen moderately to slightly over China and Tongking.

Pressure is now practically normal over S. China. It remains low over S. Japan, and high over N.E. Japan and Manchuria.

Light or moderate variable winds may be expected in the Formosa Channel, and light S. and S.W. winds along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.77 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

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SUPREME COURT.

Tuesday, August 16th.

IN ORIGINAL JURISDICTION.
BEFORE HIS HONOUR SIR FRANCIS PIGOTT
(CHIEF JUSTICE).

A QUESTION OF "LIS PENDENS."

The question of *lis pendens* raised in the action brought by Kwok Ah Yau against Kwok Sui Chi and Mr. Crowther Smith in a property dispute, having been argued on several occasions, was decided by the Chief Justice. In the course of a lengthy judgment he reviewed the doctrine of *lis pendens*, and stated the conclusions of which he had arrived after a study of the cases to be as follows: (1) *lis pendens* relates only to real property; (2) that the registration in the Land Office gives notice to the world that there is a claim against the property in litigation and that persons intending to deal with that property are to be on their guard; (3) that if judgment is given in the plaintiff's favour the judgment relates back to the registration of the *lis pendens* and that judgment will then take priority over any sale or mortgage subsequently registered. All this, he held, was right and proper and in the best interests of all parties. A registered judgment operates as a charge on realty, and the mortgagee in advancing money to pay off the judgment was doing precisely what the law itself did by making the judgment a charge on the property, and therefore he was entitled to the benefit of the execution.

Mr. Potter—I take it, my Lord, that the judgment will stand.

His Lordship—Yes.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING PUISNE JUDGE).

CLAIM FOR OVERDRAFT AND DAMAGES.

In the action brought by J. H. Seth, receiver and manager of the A Dai firm, against To Ki to recover \$280,64, being amount overdrawn by the defendant from the A Dai firm at the end of 1909, and one month's wages as damages for leaving the A Dai firm's employment without notice, his Lordship delivered judgment in which he found for the plaintiff.

Mr. Bulmer Johnson (of Messrs. Denny & Bowley) appeared for the plaintiff, and defendant was represented by Mr. Christopher Wilson (of Messrs. Hasting & Hastings).

The action was brought to recover \$280,64, which was the actual amount standing in the books of the firm as being overdrawn for a considerable number of years. The amount was brought forward from year to year, and when Mr. Seth was appointed receiver it was brought to his notice that the fokian had overdrawn their accounts. He decided to reduce their salaries and to place the reduction to the credit of the overdraft.

SHIPPING NOTES.

The P. & O. steamer *Java* has been named the *Uma-mary* by her new owners.

The steel screw steamer *Manila* has been sold by the P. & O. Company to an Italian firm for breaking-up purposes. The price paid is stated by a Glasgow paper to be £5,000. The *Manila*, a vessel of 4,000 tons gross, was built at Greenock in 1892.

The sister ship of the *Toyo-maru* and *Chiyō-maru* now being built at the Mita Bishi Yards, Nagasaki, for the Toyo Kisen Kaisha, is to be named *Shimō-maru*. She is expected to be completed in July next. Her displacement will be 21,600 tons.

According to advices from Tacoma, there is a prospect of a disagreement in regard to steamer rates across the North Pacific. It is reported that on behalf of the Wair-Waterhouse Bank Line of steamers a request has been put forward that they be allowed a differential. The matter has been presented to the Trans-Pacific Tariff Bureau, composed of all the steamship lines plying between the North Pacific and the Orient. The existing steamer rates are \$51 on the steamer *Minneconjou* and the Empress Liners of the Canadian Pacific. On the steamer *Monteagle*, of the C. P. R., and on the Blue Funnel, Bank, Osaka Shosha, Kaisha and Nippon Yusen Kaisha Lines the rate is \$43.50. The high rate applies to the faster steamers and those having better accommodations.

For the last two years, a Tacoma contemporary says, the Blue Funnel lines have had most of the Chinese steamer traffic to and from Hong Kong from the Pacific side. This business amounts to a great deal during the winter months and there is generally supposed to be a big profit in the existing rates. There is said to be no likelihood that the request of the Wair and Waterhouse line will be granted. The result is expected to be a rate war across the Pacific. Those who are watching the situation are of opinion that rates may go down to \$50 a head.

As a sequel to the case of Mr. Trattles, the merchant service officer who, after a refusal of his certificate on official colour vision tests, successfully passed practical tests at sea, the Board of Trade announces the appointment of a small committee to advise on changes in the system of tests.

A report in a Manila paper states that the Eastern and Australian liner *Eastern*, en route from Australian ports to Manila, went ashore last week at Broadmount, between Thursday Island and Port Darwin. The news of the accident to the vessel was conveyed to Manila in a cable received by Messrs. Macdonald & Company, the local agents for the *Eastern*. The dispatch added that the vessel sustained no damage and that she would be floated by August 15. By the accident the vessel's arrival will be delayed about one week.

The P. & O. Company announce that two new steamers, the *Maloja* and the *Medina* are to be added to their fleet. They belong to the same type as the *Maloja*, the *Mantra* and the *Morea*. These vessels will be of 12,500 tons gross registered and of the following dimensions:—Length, 550 feet; breadth 66 feet 6 inches; depth 39 feet 3 inches. It is calculated that with their 15,000 horse-power the average speed will probably be nearly nineteen knots an hour. Each of the new steamers will have accommodation for 462 first and 216 second saloon passengers. The *Maloja* will be ready for launching in January.

NOTES AND NEWS.

BOMBAY'S MEMORIAL TO KING EDWARD. The Bombay King Edward Memorial Committee has decided on a hospital for Bombay and a pithouse sanatorium and convalescent home. The amount already subscribed is £89,000. The Punjab has also adopted a large hospital scheme and the amount already promised is £6,000,000.

FINGER PRINTS.

A man last month was sentenced at the Commission Court, Dublin, to five years' penal servitude for breaking into a church with felonious intent, and was convicted largely on finger-print evidence. On the broken window was found a finger mark, which was identified as his in the judicial criminal register department of Dublin Castle. Mr. William Henry lead of that department, said that about 150,000 finger prints had passed through his hands, and no two had ever been found alike. This system of identification had now superseded all other methods, and he believed it to be infallible.

ARE SCOTCHMEN FOREIGNERS IN ENGLAND?

It was contended in the Law Courts last month during the hearing of a divorce case, in which the co-respondent was a Scotchman, that Scotchmen, and Irishmen were just as much foreigners as Germans or Frenchmen so far as the jurisdiction of the Divorce Court was concerned, and that the co-respondent was accordingly entitled to be dismissed from the case.

INSURING AGAINST RAIN.

In view of the bad weather experienced in Great Britain this summer Lloyd's have instituted a system of insurance for holiday-makers against rain. Underwriters are prepared to insure passengers against one-tenth of an inch of rain falling on more than two days a week during their holidays at any towns on the south and east coast between Bournemouth and Scarborough where the daily rainfall is officially published or satisfactory records can be obtained. For a premium of 7s. 6d. covering seven days, compensation would be paid at the rate of 10s. per day on excess of two wet days, while a premium of 10s. insures against an excess of four wet days in a fortnight. Of the one-tenth of an inch of rain—the quantity which constitutes a wet day of twenty-four hours—the greater portion must fall during the daytime.

£2,000,000 WILL.

The third millionaire estate of the present year in Great Britain is that of Baron Schroeder, the banker, whose fortune is valued for probate at £2,079,611. Baron Schroeder, who died in April at the age of eighty-five, was a Prussian baron and a British baronet. He was the eldest son of Baron John Henry von Schroeder of Hamburg, who became a naturalised British subject in 1864. Baron Schroeder bequeathed the chalice and paten or wafer dish, which was discovered near Dolgelly and which he afterwards bought, to the King, to be disposed of for the public service in such manner as his Majesty or the Treasury may direct. The charitable bequests amount to £35,000. To the National Art Gallery, Hamburg, he left certain pictures and a statue of a horse. The Del Old Windsor. The ducats on the estate will amount to about £280,000. The two other millionaire estates of the financial year are those of Sir Walter Scott, the railway contractor and publisher, who left £1,424,139, and Mr. John Foster, worsted spinner, of Bradford, whose fortune was provisionally valued at £1,000,000.

A GROOMLESS WEDDING.

A lady who had passed the age where most women attract and capture a husband recently organised a wedding for her own exclusive benefit, and issued invitations to her numerous friends. As no happy groom was mentioned on the invitation, curiosity as to his identity was aroused, and the Aitchison (Kansas) sent a reporter to interview the bride-elect and learn why the name of the man was suppressed. The explanation given by the bride was as follows: "There will be no groom. I may have my weaknesses, but for such men isn't one of them, thank the Lord! These wedding invitations are to get presents; that is all any invitation is for; I have given to brides all my life, and think it only fair to get some in return. What's a man, anyway?" If the bride rolled a clothing store during up the aisle no one would know the difference, and I don't intend to do even that. I have walked alone all my life, and I guess I can walk alone to the preacher and get his blessing just as well as if I had a man tagged to me. I don't know what my father intends to give me, but I think it should be something handsome, because I don't intend to bring a son-in-law for him to support. If getting married results in the presents that are my due, I intend to have a bogus funeral letter and blossom out with the plaintive air of a widow and see what they will get me."

THE SIMLA OF THE PHILIPPINES.

The Manila *Cableman* says:—That a little boasting literature sent over to Hongkong to inform the residents of that city of the glories of the Simla of the Philippines might be of mutual advantage is evident in the statement of Mr. A. B. Moulder, one of the well-known merchants of Hongkong, who declares that Baguio is one of the finest summer resorts to be found in the Orient. Mr. Moulder has spent several summers in Japan and also in the mountains of China, but this year decided to take a peep at Baguio to see if it had been overrated or not. Mr. Moulder spent two weeks there and upon his return stated that he found the weather cool and bracing, and far ahead of Japan as a summer resort. He expects to spend all of his vacations there in the future.

CHINESE FAILURES.

IMPORTANT SINGAPORE FIRMS CEASE PAYMENT.

The *Straits Times* hears that two well-known Chinese firms in Singapore have had to suspend payment. Their difficulties are explained as being due to very heavy rubber share dealings which turned out badly. It is stated that the liabilities will exceed one million dollars, and there is some anxiety as to the effect of the failures on certain other firms.

HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

July 22nd.

SHIPPING AND COMMERCE.

The annual report of the Chamber of Commerce of the neighbouring port of Altona for the year 1909 shows an increase in the number of arrivals and departures of sea-going craft over that of the previous twelve months, 1,799 vessels of together 480,180 tons reg. having been entered inwards against 1,738 of together 412,951 tons reg.; 1,802 of together 483,114 tons reg. again 1,378 of together 409,301 tons reg. outwards. 1,394 of the incoming ships of together 432,593 tons reg. carried cargo against 1,369 of together 395,011 tons reg. the year before, and of the out-going ones 738 of together 113,332 tons reg. against 734 of together 101,243 tons reg. 1,518 vessels arrived direct from abroad against 1,452 of 394,823 tons reg., whilst 1,126 of together 349,185 tons reg. again 1,041 of together 287,604 tons reg. sailed without calling at any of the intermediate ports on the Elbe. 231 vessels of together 23,909 tons reg. had discharged cargo at Hamburg and other places on the river before reaching Altona against 286 of together 18,123 tons reg. in the previous year, whilst 676 of together 133,929 tons reg. against 696 of together 121,697 completed their cargoes at other ports before sailing for their destination. Including the deep sea fishing craft, of which 2,002 of together 72,507 tons reg. against 2,303 of together 85,490 tons reg. arrived with fish and left empty, the total sea-going traffic inwards and outwards comprised 8,247 vessels of together 1,108,276 tons reg. against 8,081 of together 1,016,931 tons reg. in 1909.

It is curious, remarks the *Cosmopolitan Financier* of July 16th, how the whole market persistently hangs upon the auction sales at the Commercial Sale Rooms. There is probably not a jobber in the House that does not realise that these sales are only of the most minute importance. Certainly every large investor in rubber shares can appraise the actual value of the action sales to a fraction and yet to the result of the sales, and a good sale has a wonderful effect on the market, whereas a bad sale depresses all. But, however, auction sales or no auction sales, the price of rubber remains remarkably firm and with it the price of the shares. The Stock Exchange finds so much difficulty in seeking out sellers that it has quite given up going short of anything except Liangzi, Vallenbrosa and one or two shares in which there is a specially free market. Gradually, of course, as each company increases its output the demand for its shares will grow and as the demand grows so will the market broaden out. Hardly a week passes but one or other of the second rate companies pushes its way into the front. At the present time the front rank companies may be counted on the fingers of both hands. In three months' time they will probably number a score, and in twelve months' time we are quite likely to have forty or fifty rubber plantations that rank as gilt-edged in the rubber market, for the progress made by the Malayan companies is remarkable. The *Financial Times* has published a table, giving the yield of some of the leading rubber shares, on the existing market price, taking the rubber profit on a basis of 6s. a pound. According to this paper, Patialangs and Carey United return 13 per cent.; Serembangs, 12 per cent.; Anglo-Malay, Batu Caves, and Carey United return 13 per cent.; Serembangs, 12 per cent.; Anglo-Malay, Batu Caves, and Carey United return 13 per cent.; Linggi, 9; Highlands, 8; Vallenbrosa, 7; whilst Malacca is only giving 3 per cent. and Asiatics, 3. Such tables, as those published in *The Rubber Factor* and the other papers that devote attention to rubber give similar results, and although all such tables must, in their very nature, be somewhat speculative it is quite certain that the present price of the leading rubber companies will not be high. Indeed the market seems to have very accurately gauged the possibilities of the rubber trade. But whilst prices are not too high they can hardly be said to be too low, when we consider all the risks to which a tropical plantation is subject.

As to the traffic on the River Elbe it appears that during the first six months of the present year 735 vessels of together 129,204 tons burden (of 1,000 kilos) arrived with cargo, from different riverine ports (leaving out Hamburg and Harburg), of which ten were steamers of about 520 tons burden; besides them 335 of the steamers plying regularly between Hamburg and the ports on the upper Elbe discharged cargo at Altona.

THE KAISER WILHELM CANAL.

The following figures taken from one of our daily papers may be of interest as a proof of the growing importance of the Kaiser Wilhelm Canal that connects the Baltic with the German Ocean. It was opened in 1895 and already in the following year the number of vessels making use of it exceeded the estimate formed at its inception in 1896 being 19,660 instead of 18,000, but the aggregate tonnage, 1,550,000 tons reg., remained far behind the original assumption of 51 millions. Number and size of the vessels increased, however, as time went on, and in 1905 33,147 ships of together 61 million tons reg. passed through the canal, showing an average of 175 tons compared with 94 tons year ago. In 1907 the passage of 35,000 vessels of together 61 million tons was registered, of which 15,000 were steamers of an aggregate tonnage of 5.1 millions and 16,200 sailing craft of together 640,000 tons, the remainder consisting of lighters, barges and the like. Compared with that of the Suez Canal the traffic must be called remarkably brisk as far as numbers go, for ten years after the opening of the great Egyptian waterway in 1869 the number of vessels for twelve months had only reached 2,026, but then the total tonnage was about three million tons, and 25 years later the number of vessels had risen to 4,116 and aggregate tonnage to 132 millions, the mean being 3,000 against 1,500 tons in the beginning, whereas it took a long time before steamers of larger dimensions began to make use of the canal, showing an average of 175 tons compared with 94 tons year ago. In 1907 the passage of 35,000 vessels of together 61 million tons was registered, of which 15,000 were steamers of an aggregate tonnage of 5.1 millions and 16,200 sailing craft of together 640,000 tons, the remainder consisting of lighters, barges and the like. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 55. Telephone No. 12. Telegraphic Address: PRESS CODES, A.B.C. 6th, Ed. Lieber.

NEW ADVERTISEMENTS

VICTORIA R. C. L. U. B.

AQUATIC FETE

ON SATURDAY, AUGUST 20TH, 9 P.M.

Ladies' Tickets obtainable from the Steward of the Club, or at the gate. Non-members \$1.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members of the Association will be held at the CITY HALL, at 5.15 P.M. THIS DAY (WEDNESDAY), the 17th day of August, 1910, for the purpose of considering the question of the reformation of the Association as a Corps of Reserves.

A. JENKINS, Hon. Secretary. Dated this 6th day of August, 1910. 944

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions from The Hon. The CAPTAIN SUPERINTENDENT OF POLICE, to sell by Public Auction,

On MONDAY, the 22nd August, 1910, at 11 A.M., at The Central Police Station's Compound,

SUNDAY CONDEMNED AND OBSOLETE STORES, Comprising—

OLD METALS, CLOTHING, LAMPS, CIGARETTES, TABLES, a quantity of OPIUM, WINES and SPIRITS, OPIUM PIPES and SMOKING IMPLEMENTS, One PRINTING MACHINE and 9 Boxes PRIMERS, &c., &c.

ALSO A number of RIFLES, REVOLVERS and a large quantity of AMMUNITION.

Terms:—As Usual. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 17th August, 1910. 945

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

FOOKSANG, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 17th inst. will be landed at Consignees risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., LTD. General Managers.

Hongkong, 16th August, 1910. 14

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNERS.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

VORWAERTS, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Samson ex.s.s. "Salzburg," transhipped at Trieste.

Venice ex.s.s. "Tob" and "Metzovich" transhipped at Trieste.

Trieste ex.s.s. "M. Bacquehem," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before NOON on the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to duty.

Bills of Lading will be countersigned by SANDER, WIELER & CO.

Agents.

Hongkong, 16th August, 1910. 13

VIENNA CAFE CO. (1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL, (Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY. A FRENCH CHEF.

Hongkong, 23rd July, 1910. 185

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August, 1910, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 8th August, to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors,

N. J. STABB, Acting Chief Manager.

Hongkong, 3rd August, 1910. 187

CHINA SUGAR REFINING CO. LTD.

NOTICE.

IN Accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day Declared an INTERIM DIVIDEND of 5% for the half-year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS, Payable on TUESDAY, the 30th August, 1910, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 17th to 30th August, both days inclusive.

JARDINE, MATTHESON & CO., LTD., General Agents.

Hongkong, 12th August, 1910. 1936

INTIMATIONS.

HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Griffins for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 26th July, 1910. 1865

HONGKONG - SHANGHAI INTERPORT SWIMMING GALA AT SHANGHAI.

SEPTEMBER 1, 2 AND 3, 1910.

THE HONGKONG SELECTION COM. MITTEE invites all Candidates to Practise in the V.C. Bath between 5 P.M. and 7 P.M. Daily.

FRANK LAMMERT, Hon. Secretary, Victoria Recreation Club.

Hongkong, 9th August, 1910. 1919

COLLEGIO DE SANTA ROSA DE LIMA, A HIGH-CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES, MACAU.

UNDER THE PATRONAGE OF HIS LORDSHIP THE BISHOP OF MACAU.

THE Classes of the above establishment will RE-OPEN on the Ninth of September next.

The teaching of Foreign Languages forms the principal feature of the College; all the Teachers being Europeans. Portuguese, English, French and German are taught by Skilled Certificated Teachers. There are four Portuguese Lady Teachers from Portugal, two English, two French and one German, all possessing diplomas of Certified Trained Teachers.

Besides Languages, the Girls are taught in their own Languages, Geography, History, Arithmetic, Religion, Morality and Civility.

Music, Vocal and Instrumental; Painting, Oil and Water-colour; Needlework and Embroidery are taught by the same efficient staff of Ladies.

The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class-rooms and Dormitory are very roomy and airy. Excellent table. The Sanitary arrangements are perfect.

The health and deportment of the Children are the objects of special care. A monthly report of the progress and behaviour of the Girls is sent to the Parents.

For terms and particulars apply to—

THE LADY SUPERIORESS.

Hongkong, 12th August, 1910. 1933

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a MEETING of the Directors of this Company, held at No. 64, Bonham Strand West, Victoria, Hongkong, on THURSDAY, the 4th day of August, 1910, a call of Twenty-five Dollars (\$25.00) Hongkong Currency per Share was made on all Shares of the above Company and it was determined that such call should be paid on or before MONDAY, the 17th day of October, 1910, to the undersigned, LEUNG KIN, on a Director of the Company, at the Registered Office of the Company, No. 64, Bonham Strand West aforesaid. In default of payment, interest at the rate of 1.50 per centum per mensem will be charged from the 17th day of October, 1910, until the said call is actually paid as provided in Article No. 25 of the Articles of Association.

By Order of the Board of Directors,

LEUNG KIN, General Manager.

Hongkong, 15th August, 1910. 1942

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wool and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANTI.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIEMSSSEN & CO. (Machinery Dept.), Hongkong.

748

Hongkong, 23rd July, 1910. 1855

AUCTION

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on THURSDAY (WEDNESDAY), the 17th August, 1910, at 10 A.M., at H. M. NAVAL ESTABLISHMENTS, SUNDAY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, Comprising:—

OLD and SURPLUS NAVAL STORES—CHAINS, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METALS, OLD MACHINERY, ELECTRIC CABLE and GEAR, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, CORDAGE PAPERSTUFF, &c., &c.

OLD and SURPLUS VICTUALLING STORES—PROVISIONS, Seamen's CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c. Catalogues will be issued.

Lots will be on View on afternoon of August 15th.

TERMS OF SALE.—As Customary. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 3rd August, 1910. 1900

PUBLIC AUCTION.

(BY ORDER OF THE MORTGAGEE).

MR. GEO. P. LAMMERT will proceed with the Postponed Sale of HUNG HOM INLAND LOTS Nos. 81 and 86, Nos. 109 and 119, Wuhu Street (formerly Market Street).

ON THURSDAY, the 25th August, 1910, at 12 o'clock (NOON), at his SALES ROOMS, Duddell Street. For further particulars, apply to

AUCTIONEER, or to MR. HOLMES, Solicitor, 54, Queen's Road Central.

Hongkong, 16th August, 1910. 1943

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER FRONTOAGE, DEEP WATER.

Apply— G. FENWICK & CO., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. 1848

60 CENTS PER LB.

CHEESE CHOICE

CANADIAN STILTON.

THE DAIRY FARM CO., LTD.

[42]

GRACA & CO.

27, DES VŒUX ROAD.

BRITISH POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Moveable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited.

1789

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6.57 and \$7.

For your own comfort
in Tropical Countries use
CALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Calvert's 20% Carbolic Soap.
Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

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Calvert's Carbolic Toilet Soap.
You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from
Skin Irritation.

Calvert's Carbolic Prickly-heat Soap
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58

[792-2]

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WINCARNIS,
THE GREATEST TONIC
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WHAT IT has done for OTHERS it will DO FOR YOU
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to those who have never tried it before.
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Vitality and Force to Men, Women and Children.

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NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
With which is incorporated the
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909
£19,875,357.

I. Authorized Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fins Funds 3,458,136 6 7
The undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE and MARINE at Current Rates.
SHEWAN, TOME & CO.,
Agents.
Hongkong, 19th July, 1910. [783]

DENTISTRY

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

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DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [364]

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STORE.

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Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [546]

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LORDS AND HOUSE OF COMMONS

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OLD VAT**



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SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK
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assorted Sheds and Designs, also HOSE
GARTERS, BEACES, SCARF PINS,
STUD and SLEEVES BUTTONS, WAIST
COATS and COATS, FANCY NECK TIES
and SCARFS, DRESS TIES, Black and White,
HANDKERCHIEFS, PLAIN and HEM-
STITCH, COTTON and LINEN, DRESS-
ING HAIR BRUSHER and COMBS,
etc., etc.

HOOSAIN-ALI & CO.,
No. 14, Queen's Road Central.
Hongkong, 15th July, 1910. [707]

IN A CHINESE THEATRE.

BY "E.C.D." IN "THE STAGE."

During a visit to Hongkong some years ago my host offered an evening's amusement in the form of a visit to a Chinese theatre. I hesitated about the trouble involved in going down into the town after dinner on a glorious September night. Half-way up to the Peak, amongst the flower-garden terraces, the tumbling rivulets and moonlit woods, the night air was cool and exquisite; but down there, where thousands of lights twinkled round, the wide bay, one would go into a bank of hot air like the breath from a furnace-door. In the end, however, curiosity prevailed over lazy contentment, and our host's head "ho" — a solemn and dignified Chinaman of forty years of age — took charge of the expedition. From the Peak to the town stretches a lattice work of precipitous asphalt paths, up and down which the natives of the poorer sort and rare Europeans toil on foot, while anyone who can contrive to own, hire, or borrow a carrying chair goes comfortably swinging from the shoulders of herculean coolies.

So, on a lovely night, we strolled out after dinner, throwing on the lightest of wraps, and stepped into the gorgeously painted palanquins waiting in a row on the terrace. Down the steep slopes we swung till, on the level, in the street, a stand of ricehats was reached, when the chairs were lowered, and, alighting from them, we transferred the burden of our several weight to another set of coolies, who sped with the swiftness of birds down the broad, handsome streets which remind one of nothing so much as the best thoroughfares of the residential parts of Dresden or Berlin. It is a part of the strangeness of Hongkong that from the fronts of these ultra-modern stone houses there hang big Chinese gilt signs and lighted paper lanterns, and that along a paved road laid with the lines of an electric tram one skims in a ricksha drawn by a half-naked Chinaman.

After a long run we pulled up at a big dark stone building, in no way distinguished from those flanking and facing it, where a wide doorway stood open, under an immense crimson paper lantern. Passing down a long, wide, whitewashed corridor and through swing doors we found ourselves suddenly transported into what seemed the heart of an unknown country, so utterly contrary to every conception of our own civilisation appeared to be the tastes of the men before us.

Our servant had conducted us to a small pen railed off at one side of the vast auditorium for the use of foreign devils, from which we surveyed a simply-planned parterre and two deep galleries — crammed from floor-to-ceiling with a solid mass of yellow faces and blue garments, confronting a broad stage, which stretched, with out curtains, this scenery or wings, right across one end of the great bare building. In the centre of this stage the nakedness of bare bodies appeared emphasised rather than concealed by a worn, old piece of carpet spread before a small dais, on which was placed the orchestra. But what an orchestra! It is a tame and common-place word by which to designate that delightfully gloomy company of half-a-dozen or so of semi-naked Mongols, crouched upon their heels on the little platform, each of whom had apparently fashioned for himself the instrument on which he found he could make the most hideous noises whereby to drown his fellow-conspirators. What gratifies the Chinese ear we cannot know, for invariably all travellers native to lands of rhythmic harmonies have made loud complaint of the deformities of Chinese music; and it is true that to European convictions those Chinamen appear to be enjoying the sounds of steam-rollers, motor-horns, and the passing agonies of pigs, combined fantastically with four piercing minor notes and one sustained and ghastly wail. Within, the "music," from its very strangeness, was, in an irritating fashion, far from being entirely unpleasing, and it was even possible, after an apparently purposeless pause, to detect in the next bout of noise a fresh division of those four chief notes and that unearthly scream. Through it all a tom-tom, as it was the custom, kept perfect time on its own account and with no reference to anyone drumming else. It is said that in one thin note, or what to our ears is one thin note, the Chinese can detect cadences of sound; and this being so, it is better to own at once that we do not understand than to turn from this curious orchestra with ridicule or contempt.

The stage of ancient Greece was not more devoid of scenic device than this Chinese proscenium. On each side of the quaint orchestral platform opened a plain doorway set in the bare wall — simply and naively R. and L. — and over each hung a long, monster banner of scarlet cloth inscribed in large, handsome Chinese letters of gold. Further scenery there was none. Stage furniture consisted of a little old table and three common chairs placed before the orchestra in the centre of the patch of old carpet, the whole being ill-lit by a row of portious oil-lamps which served as footlights. Such simplicity savours at once of the old and the archaic; and it is difficult to determine whether the utter absence of illusion may not argue an audience more imaginative than does our elaborate deception of the senses.

The band, I remember, was in full blast when we entered our pen; and no notice was taken of us by the vast audience — all men — which sat rapt, spell-bound, in contemplation of a scene of breathless interest. Crowded together in the middle of the great, empty stage were the protagonists of a moving story, the chief figure among them apparently being an old man, dressed in crimson and green silks, with a long white beard visibly and insecurely clutched to his shaven face, who sat rigidly at the deal table talking in high shrill monotone regardless of the din of the orchestra immediately behind him. By his chair stood two or three women in rich and brilliant costumes, their splendid cloths offering a striking contrast to the general dinginess. Before the grey-beard a young and slender girl tottered on diminutive, maimed feet, supporting herself upon the arm of a female attendant, whose solid and natural build upon the earth afforded the necessary succour.

So graceful, so feminine were the women upon the scene that it was difficult to believe that the male sex alone are permitted in China to adopt the profession of prostitution. The girls were, indeed, so delicate with prettily crushed feet, were young men, trained all their lives for such a career. Moreover, the actor ranks similarly, to us in the Chinese social scheme, for though — with a purely democratic spirit, to which our younger civilisations have not yet attained — all posts are open to competitive examinations to every class, there is an exception excluding from such national privileges, monks, play-actors, and manual servants.

The pale young heroine was clad in trousseau and tunic of thick white silk brocade, embroidered heavily in gold and wonderful colours; her magnificent blue-black hair a mass of flowers and combs; her lips painted to a rose-bud shape of hideous vermilion. The small, delicate features of this typical Chinese lady were covered thickly with white paint, and drawn up into the expression of gentle suffering familiar in the faces of Celestial ladies of high degrees and crushed feet. To China the useless foot is as the yestermorrow to Turkey; but with this reserve

that it is far more effeminate; for the veiled woman can and does enjoy astonishing freedom owing to the impenetrable disguise in which she walks abroad; but the Chinese lady who cannot totter two steps alone is still more safe in the Oriental view of the sanctity of the house.

All the action and movement of the thrilling crisis before us consisted in the tall form of this heroine swaying backwards and forwards as the old man scratched his long and monotonous harangue. At intervals she responded in a sharp, high wail, gently moving, by way of outreached forefinger adorned by a nail about three inches long, encased in a jewelled sheath. Long and long this scene shouldered on, the audience sitting immovable, enchanted, with lips set intently and bulging black eyes riveted upon the actors. These onlookers were quite content with a picture of real life, a real conversation, such as no stage manager in Europe would dare to put upon the boards. Though in real life people never talk with the ceaseless getting up, crossing the room, moving from chair to chair, to which we are accustomed in our play, when one is brought up to such conventions it is very difficult to realise the childlessness of a great deal of stage "business." The Chinese, apparently, have grasped this truth; and the resultant realism is, to us, incomprehensible and amazing.

After an amplitude of this dialogue, the music held off for a few moments to herald the entrance of a middle-aged, brown-faced woman, clad in shabby dark garments, who had been standing in the left-hand doorway all along. This person, taking no notice whatever of the other performers, walked up and down before the footlights, walking and grunting one of the most uncanny songs imaginable. She smiled as she walked and sang, wrinkled, and stamped her feet. The audience shrieked with delighted laughter, their tone conveying unmistakably the conviction that the old woman's song did not reach the perfection of fun without vulgarity. "This piece of woman," explained our Chinese, "she also same malice blower." What she said he could not, or perhaps would not, explain. The marriage-broker finished her song in something over twenty minutes, addressed a few calm words to the group as she passed across the stage, went out at the other door, and all the performers rose and shuffled out after her, some staying to lounge and talk in the doorways, others preferring to mix with the orchestra.

A short, or Chinese short, pause ensued, enlivened by extra developments of the band. There are no acts in a Chinese play; only acts.

The audience breathed deeply and stirred a little, and a few words were exchanged here and there, but the excitement was too tense for much conversation.

A half in the music, which clearly indicated a change of scene, was followed by the reappearance of the young heroine who, supported by her attendant, tottered from her place in the doorway and sank into a chair by the table. The rest of the company, watching her from the doorways, were technically "off," and perhaps to the Chinese imagination really invisible. The little thin face had been repainted a still more ghastly greenish-yellow, and upon each temple a scarlet opium wafer now indicated the interesting fact that the heroine was suffering. She was dying of love. But before she expired she uttered a Chinese plaint-drama intended to include in its swan-song of peculiarly execrable type, the one phrase of which took and sustained, to European ears, something approaching one of the most painful notes of the orchestra, by which manoeuvre the chant could generally be heard above the deafening accompaniment. Landgut the gaudy little hand leaned upon one delicate hand, the spidery fingers of the other tapping upon the table with no rhyme or reason.

Eventually all things must come to an end, even this song of Chinese Min, which suddenly ceased as purposelessly as it had begun. Quite without warning the heroine stopped on a high note in the middle of the scene, clutched the table, swayed, and then, as representing a real Chinese lady, leaped with astounding agility a pick-a-back upon her nurse's shoulders, and was borne from the stage to the sound of loud applause. No doubt this had been a scene of the sweetest and most captivating maidenly delicacy — the personification of the ideal woman for whom the Chinaman sighs in vain.

For my part I felt inclined to sit at the Chinese play as long as any native member of the audience, for the spectacle fascinated me beyond expression. The charge of monotony is absurd in a performance which furnishes every few moments fresh and amazing views of human life and thought. No European play I have ever seen can claim as much. But it seemed that two or three hours of the Chinese play had exhausted my companions' patience, for, as my dismay I heard them beginning to ask when "the show" would be over.

"We can tell."

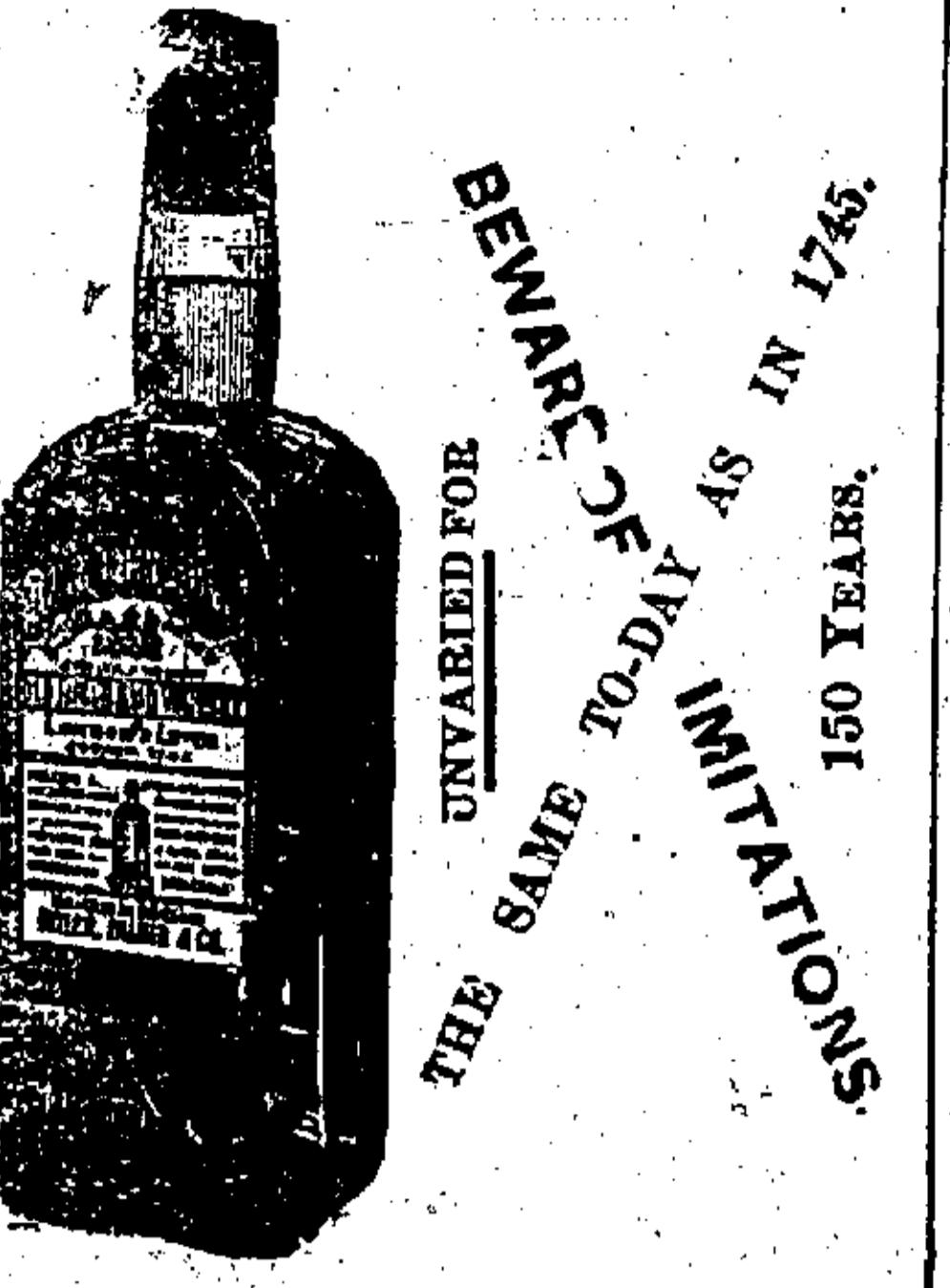
"Some time after noon."

However, the joy was prolonged by a visit behind the scenes, and if the "front" had been extraordinary, the back of the stage was even more wonderful, resembling as it did a cross between an old clothes shop and the Demon's Cave of pantomime. Piles of gaudy clothing, processionals, standards, lanterns of every size and colour, artificial flowers; green and gilt and scarlet and lacy drapery seemed to stretch in endless perspective, the whole place reeking of paraffin, sweet, heavy perfumes, and the all-pervading opium. Half-clad Chinamen swarmed and jabbled everywhere or stood at little lacquer tables mending about with small pots of grease and face paints; and here and there the actors might be seen squeezing about in the crush or sitting upon up-turned packing-cases. Chairs were presently fished out from what looked like piles of wreckage and placed upon the stage where we sat. Elizabethan fashion, in the very heart of things, without any detriment to the reality or truthfulness of the scene. Here we waited a little while the play trailed on — noisy, uneventful, long-winded. Yet, to the most unappreciative, the performance was fascinating in a strange, repellent, tantalising way, like the first dose of some evil drug, and it was with a curious mingling of relief and regret that we finally tore ourselves from the theatre and came out again upon the still dark streets of beautiful Hongkong.

Perfectly impulsive and insatiable, the rickshaws had been waiting all these hours, and now silently took up the shafts and ran back along the miles of streets to the spot where our chairs were standing. Here stood more big, yellowish figures, with magnificient physiques and expressions, slanting eyes, physiognomies who knew perfectly well that at the work of carrying chairs no man lives more than a very short time. Taking up the poles they swung lightly, swiftly, with deep, panting breaths up the long asphalt paths in the fresh, fragrant night.

Far away down there the play undoubtedly went on — and on, giving complete satisfaction to a race that has taken six thousand years to evolve this form of entertainment. Yet — who knows? Effects as they may be, perhaps this old and blod race have passed, ages ago, our childish love of scenic accessories. Perhaps, too, our liking for sweet sounds may be, in the history of a race, as is the love of bon-bons to the little child; for we are so young, so fresh — and the Chinese are so old, so weary.

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.



NOTICES TO CONSIGNEES

S.S. "VILLE DE LA CIOTAT,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Dordogne" and "Matapan" from
Havre ex s.s. "Verbecke" in connection with above
Steamer, are hereby informed that their Goods
with the exception of Opium, Treasure and
Valuables are being landed and stored at their
risks into the hazardous and extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargos will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
the 22nd Inst., at Noon, will be subject to
rent and landing charges.

All claims must be sent to me on or before
the 23rd Inst., or they will not be recognized.

All damaged packages will be examined on
the 22nd Inst., at 3 P.M.

No Fire Insurance has been effected.
P. THOMAS,
Agent,
Hongkong, 15th August, 1910. [2]

LABUAN COAL.

NOTICE—THIS COAL can only be
obtained from THE LABUAN COAL
FIELD CO., LTD., who are prepared to supply
FRESH COAL straight from the Mines
Steamers load at the Wharves. Quick despatch
Telegrams "Labor Labuan." BRADLEY & CO., Agents.
Hongkong, 12th August, 1909. [931]

MITSU BISHI GOSHI KWAI SHA.

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COAL DEPARTMENT.

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OCHI, MUTABE, HOJO, NAMAZU,
SAYO, SHINMEW and KAMIYAMADA.
Collieries.

TO-DAY
10 A.M.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough.
5.15 P.M.—Extraordinary General Meeting of Hongkong Volunteer and Reserve Association at City Hall.

FOORTHCOMING EVENTS.
Saturday, 20th August.—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.
Monday, 22nd Aug.—Auction of Sundry Condemned and Obsolete Stores at Central Police Station's Compound, by Messrs. Hughes & Hough, 11 A.M.
Thursday, 25th August.—Auction of Hung Hom Island Lots at Sales Rooms, by Mr. Geo. P. Lemmert, Noon.

SHIPPING.**ARRIVALS.**

BENDORF, British str., 2,587, A. W. S. Thomson, 16th August, Singapore 10th August, General—Gibb, Livingston & Co. CROISING, German str., 1,621, R. Boult, 15th August—Kohsinchang 8th Aug., Ede and Rowcroft—Butterfield & Swire. CHUNNANG, British str., 1,416, R. Y. Andersen, 15th August—Hongkong 12th Aug., Coal—Jardine, Matheson & Co. FOOKANG, British str., 1,987, T. A. Mitchell, 16th August—Calcutta, via Straits 30th July, General—Jardine, Matheson & Co. FUKEI MARU, Japanese str., 1,903, S. Sada, 15th August—Moji 21st August, Coal—Mitsui Bussan Kaisha. HAMMUN, British str., 641, A. H. Stewart, 16th August—Swatow 15th August, General—Douglas, Lapraik & Co. KAIFUKEI MARU, Japanese str., 1,903, S. Sada, 15th August—Moji 21st August, Coal—Mitsui Bussan Kaisha. KWANGLEE, Chinese str., 1,668, Lincola, 16th August—Shanghai 13th Aug., General—C. M. S. N. Co. SANDEED, British str., 3,022, H. P. Bevan, 16th Aug.—Liverpool 9th July and Singapore 10th August, General—Butterfield & Swire. SHANTUNG, British str., 1,135, Robinson, 15th Aug.—Sourabaya and Charbon 6th Aug., Sugar—Butterfield & Swire. TELECHUS, British str., 1,340, Edwards, 15th August—Singapore 11th August, General—Wo Fat Sing. VORWARTS, Austrian str., 3,227, H. Böhm, 16th August—Trieste and Singapore 10th August, General—Sander, Wieland & Co. WINGANG, British str., 1,520, P. Martin, 15th August—Liberia 9th August, Coal—Jardine, Matheson & Co. ZAFIRO, British str., 1,618, A. Fraser, 15th August—Manila 13th August, Hemp, Sugar and General—Shewan, Tomes & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

16th August.

Atsuta Maru, Japanese str., for Singapore. Carl Diederichsen, German str., for Holloway. Catherine, Appear, British str., for Singapore. Hanmin, British str., for Swatow. Phenomenon, British str., for Saigon. Pitamulok, German str., for Bangkok. Sina, British str., for Haiphong. Sotu Maru, Japanese str., for Swatow.

DEPARTURES.
16th August.

ASTREA, British cursor, for Singapore. FOILER, British str., for Singapore. GERMANY, German str., for Canton. HACHING, British str., for Swatow. HANOI, French str., for Holloway. JOSHIN MARU, Japanese str., for Saigon. MONTAEGLE, British str., for Vancouver. POLYNESIAN, French str., for Europe, &c. SIMONANG, Dutch str., for Saigon. TAMBIA MARU, Japanese str., for Shanghai. TEAN, British str., for Manila. ULV, Norwegian str., for Canton.

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THE Steamship

"CATHERINE APCAR." Captain G. F. Hudson, will be despatched for the above Ports TO-DAY, the 17th inst., at Noon.

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DAVID SASSOON & Co., LTD., Agents.

Hongkong, 15th August, 1910. [934]

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FOR BOSTON AND NEW YORK.
S.S. LENNOX ... About 3rd Sept.
For Freight and further information, apply
DODWELL & Co., LTD., Agents.

Hongkong, 17th August, 1910. [901]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	6,000	About Capt. D. LENZ 23rd August.
NAPLES, GENOA, ALGIERS, &c.	"PRINZ LUDWIG"	16,300	Wednesday, 24th Capt. F. BINZEE Aug. at Noon.
GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN			
SHANGHAI, NAGASAKI, KOBE	"BUELOW"	16,900	About Capt. H. FORMES 24th Aug.
and YOKOHAMA			
KUDAT and SANDAKAN	"BORNEO"	5,050	End of August. Capt. F. SEMBIL
MANILA, ANGAU, YAP, MAROU, NEWGUINEA, SAMARAI, BRIS	"PRINZ SIGISMUND"	6,000	Saturday, 10th Capt. D. LENZ, 6,000 BANE, SYDNEY and MELBOURNE.

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NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 16th August, 1910. 5

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Steamer.	Tons.	Captain.	To Sail on or About.
REDHILL	3,889	H. E. Dowall	23rd August.
SUPERIC	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

* Calling at Amoy and Keelung if sufficient inducement offers.

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QUEEN'S BUILDINGS.

Hongkong, 10th August, 1910.

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG	DEPTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HULL & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	Daniels	JARDINE, MATTHESON & CO., LTD.	About 20th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	k. w.	H. Powell	P. & O. S. N. CO.	On 20th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	K. Knissel	HAMBURG-AMERICA LINIE	On 14th Sept.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINIE	On 23rd Sept.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Potor	HAMBURG-AMERICA LINIE	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Balje	HAMBURG-AMERICA LINIE	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SPESIA	Ger. str.	k. w.	Reuss	HAMBURG-AMERICA LINIE	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	AUSTRALIEN	Fren. str.	—	Fane	MESSAGERIES MARITIMES	On 12th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	HITACHI MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 30th inst., at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	MIYAZAKI MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 31st inst., at D'light
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ LUDWIG	Ger. str.	—	F. v. Bizer	MELCHERS & CO.	On 14th Sept., at D'light
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Aus. str.	—	E. Radonicich	SANDER, WIELER & CO.	On 24th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	BRÄMEN	Brit. str.	k. w.	Dodwell	DODWELL & CO., LTD.	On 27th inst., P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBENGA	Ital. str.	—	Lorenzen	CARLOWITZ & CO.	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	LENNON	Brit. str.	—	H. E. Dowall	DODWELL & CO., LTD.	About 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	REDHILL	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	REDHILL	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 27th inst., at 6 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	S. Ishikawa	NIPPON YUSEN KAISHA	On 8th Nov., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	MONTAEGLE	Brit. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 13th Sept., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	TAOWA MARU	Jap. str.	—	—	—	On 7th Sept., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	TAOWA MARU	Jap. str.	—	L. Dawson	TOYOKA KISEN KAISHA	On 23rd inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	TAIWAN	Jap. str.	1 m.	D. Winckler	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	KUMANO MARU	Jap. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 10th Sept., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ SIGISMUND	Ger. str.	—	E. Sekine	NIPPON YUSEN KAISHA	On 30th Sept., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	YAWATA MARU	Jap. str.	—	D. C. Cope	NIPPON YUSEN KAISHA	To-morrow, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	KITANO MARU	Jap. str.	—	Sach	HAMBURG-AMERICA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HELLAS	Ger. str.	k. w.	D. Lenz	MELCHERS & CO.	About 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ SIGISMUND	Ger. str.	—	E. Sekine	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	YAWATA MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINIE	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	TAIJITAYAP	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATTHESON & CO., LTD.	On 21st inst., at D'light
HAVRE & HAMBURG VIA STRAITS, &c.	PAOTING	Brit. str.	1 m.	E. Wheeler	JARDINE, MATTHESON & CO., LTD.	On 21st inst., at D'light
HAVRE & HAMBURG VIA STRAITS, &c.	CHONGSHING	Brit. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	KWONGSAM	Brit. str.	—	S. Borcham	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	TOSSA MARU	Jap. str.	—	A. E. Sandbach	JARDINE, MATTHESON & CO., LTD.	On 24th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ARCADIA	Brit. str.	—	H. Formes	MELCHERS & CO.	On 25th inst., at 4 P.M.
HAVRE &						

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	18th Aug.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	20th Aug.	See Special ADVERTISEMENT.
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. Powell	25th Aug.	
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. D. C. Gregor, R.N.R.	Aug.	
For further Particulars, apply to	E. A. HEWETT, Superintendent		
Hongkong, 16th August, 1910.			

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.

FOR KOBE & YOKOHAMA:

S.S. HELLAS ... 22nd Aug.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. AMBRIA ... 26th Aug.

S.S. ALESIA ... 8th Sept.

S.S. C. FERD. LAEISZ 22nd Sept.

S.S. SENEGAMBIA ... 7th Oct.

S.S. SUEVIA ... 20th Oct.

Further Particulars, apply to—

FOR HAVRE, BREMEN & HAMBURG:

S.S. SLAVONIA ... 19th Aug.

FOR HAVRE & HAMBURG:

S.S. SAXONIA ... 27th Aug.

FOR HAVRE, HAMBURG & ANTWERP:

S.S. SAMBIA ... 29th Aug.

FOR HAVRE & HAMBURG:

S.S. SPEZIA ... 12th Sept.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. LIBERIA ... 14th Sept.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. BADENIA ... 26th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 16th August, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	SHANGHAI	Second half of Aug.	JAVA	Second half of Aug.
TJILATJAP.	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Cabin Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the **JAVA-CHINA-JAPAN LIJN**, York Buildings, 1st Floor, Hongkong, 13th August, 1910.

Telephone No. 375.

[16]

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
ILIOLO & CEBU	"KAI FONG"	On 17th Aug. 4 P.M.	
SWATOW, CHEFOO & TIENTSIN	"HUI CHOW"	On 17th Aug. 4 P.M.	
HAIPHONG	"SINGAN"	On 18th Aug. 5 P.M.	
SHANGHAI	"CHENAN"	On 18th Aug. 4 P.M.	
CHEFOO & NEWCHWANG	"PAOTING"	On 21st Aug. 5 P.M.	
MANILA, ZAMBOANGA, THURS.	"TAI YUAN"	On 31st Aug. 3 P.M.	
CAIRNS, TOWNSVILLE, BRIS.	"TAI YUAN"	On 31st Aug. 3 P.M.	
BANE, SYDNEY & MELBOURNE	"SANUL"		
DIRECT SAILINGS TO WEST RIVER.		Twice Weekly.	
S.S. "LINTAN" and S.S. "SANUL"			

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Hongkong, 17th August, 1910.

TELEPHONE 36.

10

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"KWONG SANG"	18th Aug. Noon.	
SHANGHAI, KOBE & MOJI	"FOOK SANG"	18th Aug. 5 P.M.	
MANILA	"LOONG SANG"	19th Aug. 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	20th Aug. Noon.	
TIENTSIN	"CHEONG SHING"	Sunday, 21st Aug. Daylight.	
SHANGHAI	"HANG SANG"	Tuesday, 23rd Aug. Noon.	
MANILA	"YUEN SANG"	Friday, 26th Aug. 4 P.M.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG," "NAMSANG" and "FOOK SANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

For Freight on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**, GENERAL MANAGER, Hongkong, 15th August, 1910.

[14]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMERS CAPTAIN LEAVING.

"HAITAN" Capt. J. W. Evans Friday, 19th Aug. at 10 A.M.

"HAITANG" Capt. A. E. Hedging Tuesday, 23rd Aug. at 10 A.M.

"HAICHING" Capt. W. C. Passmore Friday, 26th Aug. at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" Capt. A. H. Stewart WED'DAY, 17th Aug. at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to **DOUGLAS, LAPRAIK & CO., LTD.**, GENERAL MANAGERS, Hongkong, 17th August, 1910.

With Option of rail between Calling Ports in Japan.

§ Calling at Saigon.

§ Fitted with New System of Wireless Telegraphy. § Cargoship. * Carries Deck Passengers.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO, MANAGER. [13-125]

Hongkong, 1st August, 1910.

13-125

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR" End of September.

For Further Particulars apply to **MELCHERS & CO., LTD.**, AGENTS.

Hongkong, 15th August, 1910.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

13-125

SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR" End of September.

For Further Particulars apply to **MELCHERS & CO., LTD.**, AGENTS.

Hongkong, 15th August, 1910.

13-125

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

D. SCHOLTE & CO.
AMSTERDAM.

DUTCH PIECE GOODS: SHIRTINGS.
SPANISH STRIPES, DRILLS
CASHMERES, ETC., AND ALL SUNDRIES.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-31

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
ROUTE TO EUROPE.

The Empress of China, with the Canadian mail, left Shanghai on Monday, the 15th inst.,
at 5 p.m. and may be expected here to-morrow, at 8 a.m.

FOR	PER	DATE
Swatow	Hainan	Wednesday, 17th, 9.00 A.M.
Saigon	Phuquoc	Wednesday, 17th, 9.00 A.M.
Holow and Bangkok	Thordis	Wednesday, 17th, 9.00 A.M.
Singapore, Penang and Calcutta	C. Apear	Wednesday, 17th, 11.00 A.M.
Swatow, Amoy and Ningpo	Souli Maru	Wednesday, 17th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 17th, 11.15 P.M.
Tientsin	Huichow	Wednesday, 17th, 3.00 P.M.
Swatow, Chawu	Kuifang	Wednesday, 17th, 3.00 P.M.
Iloilo and Cebu	Bendowan	Wednesday, 17th, 4.00 P.M.
Nagasaki, Kobe and Yokohama	Arcadio	Wednesday, 17th, 5.00 P.M.
SHANGHAI	Bingan	Wednesday, 17th, 5.00 P.M.
Haifong		
Shanghai	Kwongyang	Thursday, 18th, 11.00 A.M.
Shanghai, Yokohama and Kobe	Vortverts	Thursday, 18th, 1.00 P.M.
Macao	Sui Tai	Thursday, 18th, 1.15 P.M.
Shanghai	Chenan	Thursday, 18th, 3.00 P.M.
Shanghai, Kobe and Moji	Foochow	Thursday, 18th, 4.00 P.M.
Shanghai, Amoy and Foochow	Haitan	Friday, 19th, 9.00 A.M.
Macao	Sui Tai	Friday, 19th, 1.15 P.M.
	Printed Matter and Samples	Saturday, 20th, 9.00 A.M.
	Registration	Saturday, 20th, 9.00 A.M.
	Registration with late fee of 10 cents up to 9.30 A.M.	Saturday, 20th, 10.00 A.M.
	Registration	Saturday, 20th, 10.00 A.M.
	B. O.	
	No late fee.	
	Letters	Saturday, 20th, 10.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KOREA,
SHIMIZU, YOKOHAMA, HONOLULU, AND
SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Timo, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle

HINTS TO DECORATORS
FOR USING

Hall's Sanitary Washable Distemper.

To mix for use, add about one pint of water to 5 lbs. of Distemper and stir to the consistency of a good thick cream. (These quantities are only approximate and judgment must be exercised in the mixing.) If the Distemper has become stiff, hot water should be used, as it mixes more readily.

Whiting or Lime should be washed off the walls or ceiling before applying the Distemper. Wall paper may be painted without removing them, if the pattern is not too prominent and if the paper contains no gold, but two coats will probably be required.

When walls are very porous or repaired, causing too much unequal suction, we recommend a coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more washable than is otherwise would be. For very damp walls give a first coat of "SISCO" Damp Washable paint.

The Distemper should not be mixed too thickly, one coat is usually sufficient even on new work, and will give a result equal to two coats of oil paint.

Three weeks after application, but not before, the Paint can be washed. This operation should be done with a sponge wetted with tepid water and passed gently over the wall.

AGENTS:—

WILLIAM C. JACK & CO., LTD.
14, DES VUX ROAD CENTRAL, HONGKONG. [40]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS
OR
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

LONDON ADDRESS:
34, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★ ★ ★

" ★ ★

" ★ ★

" IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, D.O. WHITE LABEL

WHISKY, C. P. & CO'S "SPECIAL

BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

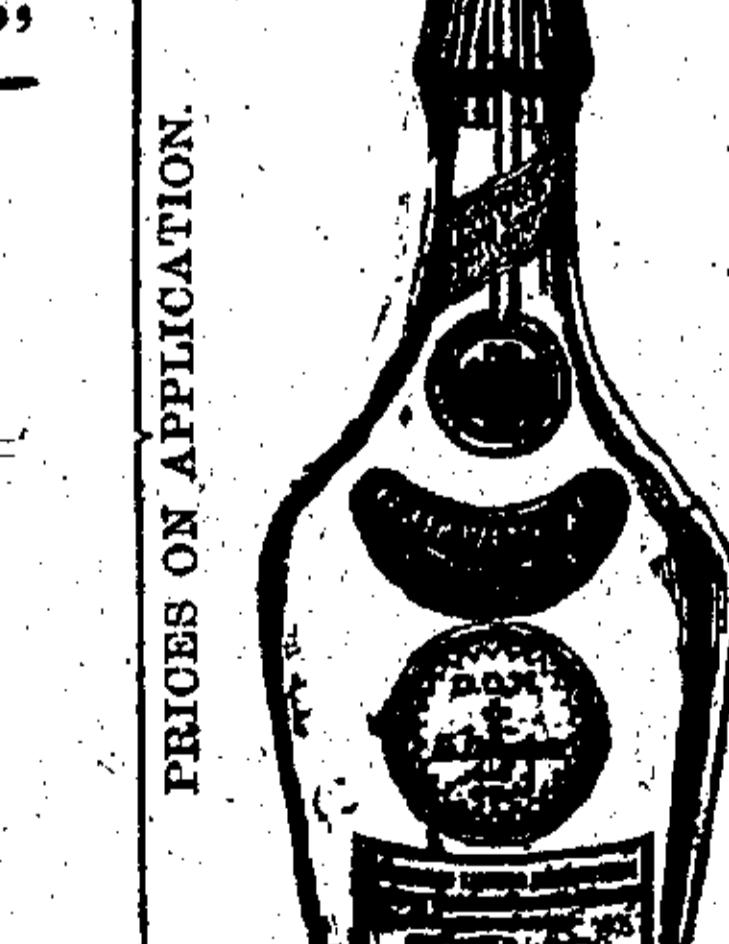
**SIEMSEN & CO.,
HONGKONG AGENTS.**

45-41

OPUM.

August 15th

Quotations are		
Malwa New	\$1,870/1,900 per picoul.	
Malwa Old	\$1,910/1,950 "	
Malwa Older	\$1,960/2,000 "	
Malwa V. Old	\$2,010/2,050 "	
Persian fine quality	\$1,400/1,500 "	
Persian extra fine	\$2,100 "	
Persian New	\$1,680 per chest	
Persian Old	\$1,680 "	
Banaras New	\$1,680 "	
Banaras Old	\$1,670 "	



PRICES ON APPLICATION.

SHIPPING REPORTS.

The British str. Hainan reports: Moderate winds and fog.
The British str. Telemachus reports: Light S.W. wind and sea smooth.
The Chinese str. Kiangtse reports: Fine weather all the way, S.W. wind.
The British str. Zafiro reports: Moderate to fresh S.W. wind, moderate sea and fine weather.

The British str. Kiangtse reports: Moderate winds and fog.
The Chinese str. Kiangtse reports: Fine weather all the way, S.W. wind.
The British str. Zafiro reports: Moderate to fresh S.W. wind, moderate sea and fine weather.

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